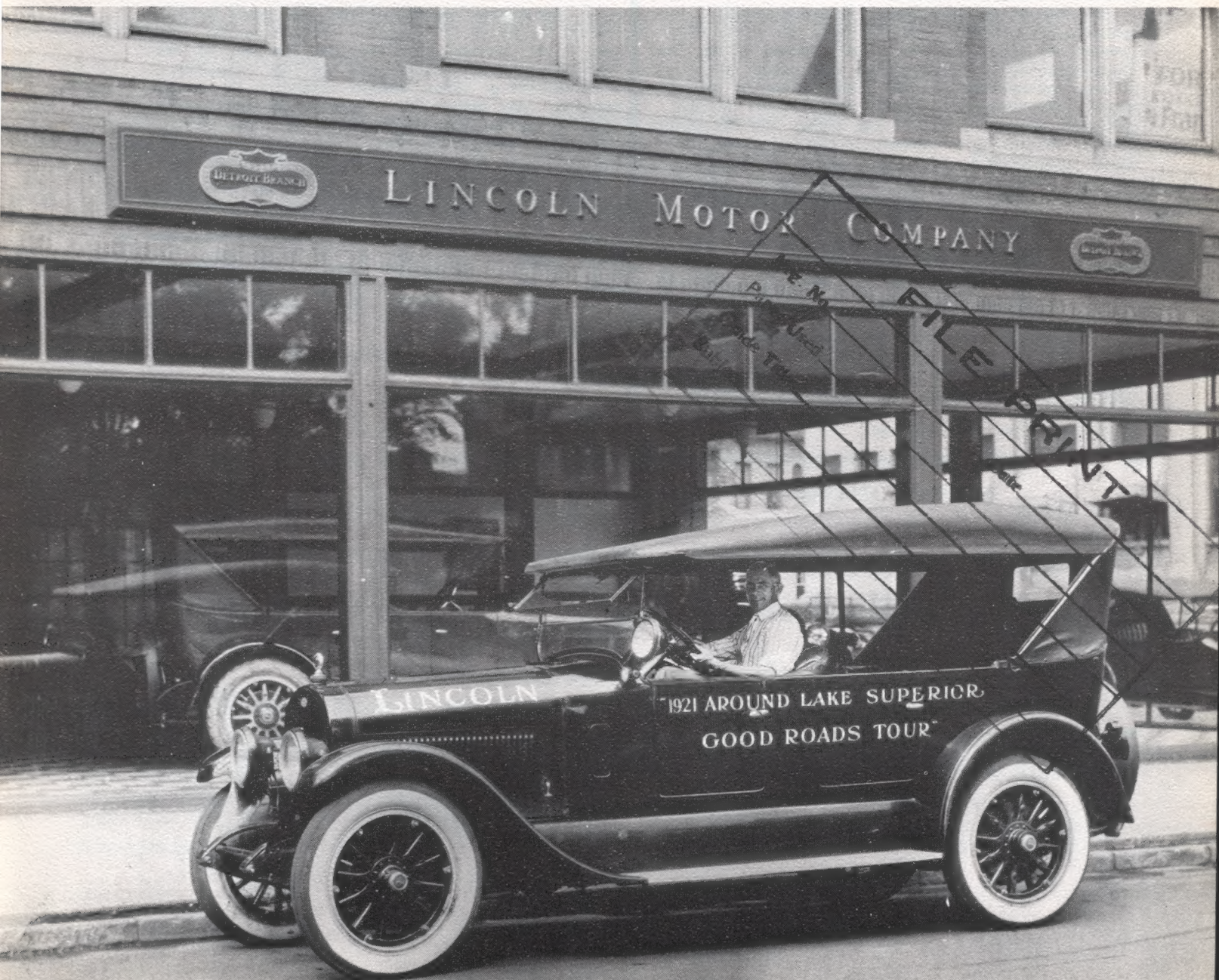


The FORK and BLADE

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

January-February 1978

Volume 17 Number 1



The FORK and BLADE is the official publication of The Lincoln Owners' Club and is published by-monthly at 821 West Chicago Street, (Box 189), Algonquin, Ill. 60102. Membership dues are \$10.00 per year, payable to THE LINCOLN OWNERS' CLUB. Second-class postage paid at Algonquin, Ill.

THE FORK AND BLADE

The Fork and Blade is the official publication of The Lincoln Owners' Club Inc. It is a non-profit organization dedicated to the restoration and preservation of the classic Lincoln. The articles and opinions published do not necessarily represent the opinions of the general membership, the club officers, or the editors. Every attempt is made to publish only accurate and beneficial information for club members. However, no responsibility is assumed by the editors or the club for any damages incurred or losses sustained as a result of this information.

CONSTITUTION OF THE LINCOLN OWNERS' CLUB

Section 1.-Name and Purpose.

The name of the club which is a non-profit membership corporation chartered in the state of Connecticut, shall be The Lincoln Owners' Club, Inc. The purpose for which the club is founded is to further the restoration and preservation of Lincoln motor cars produced by Leland and Ford up through 1940 with the exception of the Zephyr and the Continental, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

Section 2.-Members.

The sole requirement for membership is a demonstrable interest in Lincoln automobiles including Leland Lincolns, L series, K series, and KA-KB series, and membership is open to any person with such an interest.

Officers will be elected by the membership by plurality vote at the annual meeting which will take place during the month of October. Officers will consist of a president, vice-president, secretary-treasurer, all to serve for one year and until their successors have been elected.

TECHNICAL ADVISERS

1921-1930: KEN PEARSON
125 Dole Ave.
Crystal Lake, Ill. 60014
H 815-459-2888, O 312-658-4588

1931-1939: DICK PRICE
RD #1
Green Lane, PA 18054
215/234-4456

MEMBERSHIP CHAIRMAN

PETER HUBBELL
5670 Commerce Road, West Bloomfield, MI
313/681-4372 48033

BYLAWS

1. The principal office of this club shall be maintained at the office of the president.

2. The president shall have custody of the club seal.

3. The officers of the club must approve all applications for membership in this club.

4. Charter members shall be the first twenty-five members who join the club. Fee of \$25.00

5. Dues for active members shall be \$10.00 per year.

6. Dues will be charged for the fiscal year beginning January 1st. Club dues are due on Nov. 1st and are delinquent after March 1st.

7. The annual meeting of the club shall be held during the month of October. Written notice will be sent to all members not less than fourteen nor more than thirty days, before such meeting. A quorum will consist of those members attending the annual meeting. Any member desiring to introduce a subject for discussion at an annual meeting should submit the subject in writing to the club president at least ten days prior to the meeting.

8. These bylaws may be amended at any annual meeting by majority vote of the members present.

BOARD OF MANAGERS

PRESIDENT

DICK CHAPMAN
914 Longstreet Dr., Brentwood, Tenn. 37027
615-790-3799

VICE-PRESIDENT

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1773 Maple, Holt, MI 48842
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312/658-4588

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KEN PEARSON
P.O. Box 189, Algonquin, Ill. 60102

RECORDING SECRETARY

SIG STENSLAND
4420 Tipsico Lake Rd.
Milford, MI 48042

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CLUB PROJECTS

1. 1924-1930 Lincoln Service Bulletins \$ 30.00
2. 1931-1935 Lincoln Service Bulletins 25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins . . . 5.00
4. L Lincoln Shop Manual 20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards) . . . 5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards) . . 5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money back guarantee. You pay the postage and see that the item in question is returned in the same condition as sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Ill. 60102

WELCOME NEW MEMBERS! 1977 - 1978

Robert L. Agoglia
South Norwalk, Conn.

Harry Andrews
Long Beach, Ca.

Bruce K. Baird
San Francisco, Ca.

Joe H. Baker
Omaha, Nebr.

Earl L. Bamford
Lakewood, Colo.

Dick Belger
Kansas City, Mo

Richard Bell
Calgary, Alberta

Jimmie Block
London, Ky

George R. Brown
Boscobel, Wisc.

Eduardo Roma Burgos
Sao Paulo, Brazil

H.R. (Red) Call
Albany, Calif.

Dr. John Cardno
Westland, Mich.

Denis L. Cloutier
Manitoba, Canada

Bill Craddock
St. Albans, W. Va.

Pascal Dilday
LaJolla, Calif.

Kenneth F. Dubach
Boulder, Colo.

Matt Joseph
Cross Plains, Wisc.

C.B. Ellis
Fort Worth, T^Ex.

Jim L. Fox
Addison, Tex.

James G. Griffin
Minocqua, Wisc.

Robert D. Gault
Ontario, Canada

Don Grystar
Fort Myers, Fla.

F.R. Hauser
Mt. Pleasant, Pa.

George M. Henkels
San Diego, Calif.

William L. Hickman
Cheyenne, Wyo.

Edmund A. Horsch, Jr.
Glencoe, Ill.

Ken Hundelt
St. Louis, Mo.

R.L. Leu
Marshfield, Wisc.

Edward L. Linotti
Sebastopol, Calif.

Bill McBee
Springfield, Oreg.

Gary McLean
Fresno, Calif.

David H. Miller
Shaker Heights, Ohio

Bob Mills
Fullerton, Calif.

Bob Myers
Richmond, Calif.

Johnny Norris
Bristol, Tenn.

Anthony Pacione
Los Angeles, Calif.

Leonard W. Piskiewicz
Santa Clara, Calif.

William Pollock
Pottstown, Pa.

James A. Raines
Charlotte, N.C.

Gordon E. Ramsey
Bourbonnais, Ill.

Richard B. Randolph
New York, N.Y.

Dr. R. Rempe
Sayville, N.Y.

Richard Richter
Bloomington, Ind.

Joseph R. Robinson
New Oxford, Pa.

Roy B. Roddy
Denver, Colo.

Mrs. Tamsel Rogers
Larned, Kan.

Larry L. Sage
Pontiac, Mich.

Douglas Shinstine
Sumner, Wash.

Arthur Simon
Patchogue, N.M.

Mark Sitko
Allen Park, Mich.

Glenn E. Smith
Fremont, Calif.

Robert C. Sohl
Santa Cruz, Calif.

Preston Stevens Jr.
Atlanta, Ga.

N.W. Stickney
Anoka, Minn.

Stanley Tarnopol
Philadelphia, Pa.

Ken Thackeray
Momence, Ill.

Clint Truax
Midland, Ontario

WELCOME NEW MEMBERS CONT.

Kenneth A. Ullman
San Franciscoc Calif.

Gordon Wallingford
San Marino, Calif.

Bob Wilkinson
Whittaker, Calif.

Pertti Vaare
Toronto, Ontario

Robert Washburn Sr.
Tulsa, Okla

Paul Woudenbergl
Carmel, Calif.

Paul Van Stratton
Kalamazoo, Mich.

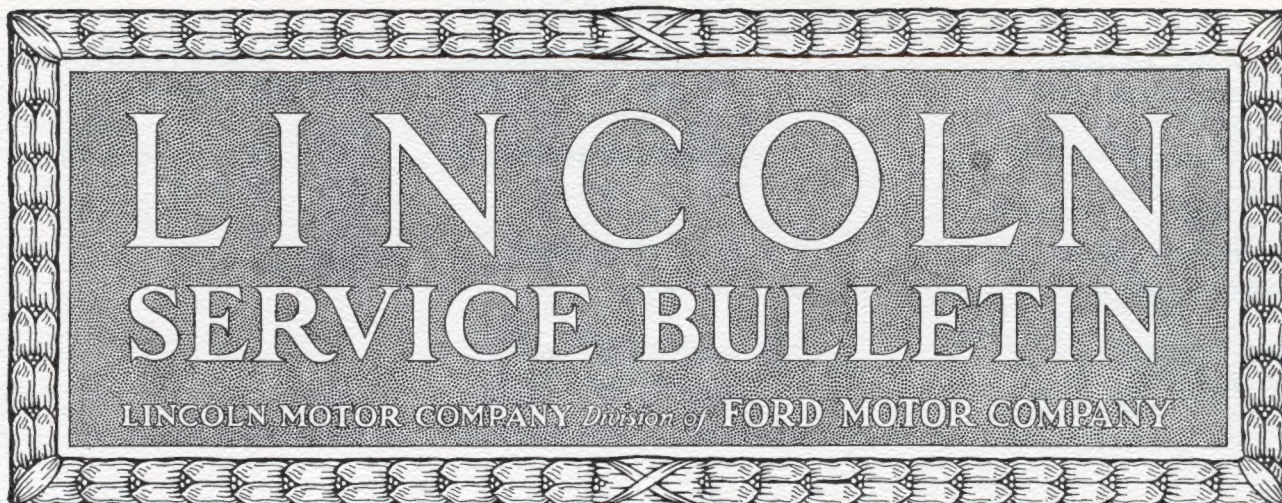
Kyle Whittaker
Chicago, Ill.

Lothar Wagner
North Haledon, N.J.

Orlyn Whittaker
Ann Arbor, Mich.

Alabama	2	Maine	3	Oregon	5
Arizona	25	Maryland	10	Pennsylvania	30
Arkansas	1	Massachusetts	16	Rhode Island	2
Connecticut	11	Michigan	41	S. Dakota	2
California	73	Minnesota	12	Tennessee	3
Colorado	11	Missouri	9	Texas	14
Delaware	2	Montana	5	Utah	2
Flordia	10	Nebraska	4	Vermont	2
Georgia	6	Nevada	2	Virginia	7
Idaho	2	New Hampshire	4	Washington	6
Illinois	32	New Jersey	15	W. Virginia	3
Indiana	9	New Mexico	2	Wisconsin	11
Iowa	2	New York	47	Wyoming	3
Kansas	6	North Carolina	9	Washington D.C	2
Kentucky	6	Ohio	36	Canada	15
Louisiana	2	Oklahoma	4	Overseas	11

537 MEMBERS AS OF THIS PRINTING



Cold Weather Care

Lubrication

At this time of the year, it is necessary to thin the gear lubricant used in the rear axle and transmission in order to insure proper lubrication of these units during cold weather.

Gear lubricant if not thinned will congeal at low temperatures and will not be properly distributed to the moving parts. It also adheres to the gears causing difficult gear shifting and requiring considerable more horsepower to drive the car due to the drag of the stiff lubricant.

A mixture of 50% engine oil and 50% gear lubricant should be used in these units. The capacity of the transmission is $3\frac{1}{2}$ pints and of the rear axle $6\frac{1}{2}$ pints.

When lubricating the rear axle, make certain that the front pinion shaft bearing is thoroughly lubricated with a similar mixture at the plate on the side of the pinion shaft housing.

During cold weather the engine oil should be drained every 400 miles as combustion is incomplete in a cold engine and in addition there is condensation on the inside of the engine due to the sudden change from heat to cold which conditions tend to destroy the lubricating qualities of the oil to a much greater degree than in warm weather. The engine should be warmed up sufficiently to open the shutters before the oil is drained.

Under extreme cold weather conditions a heavy emulsion often forms in the bottom of the oil pan, as a result of the mixture of oil, raw fuel, and water from condensation. This

emulsion will not drain off with the oil. Therefore the oil pan and screen should be removed and thoroughly cleaned once a month during cold weather.

The specifications for engine oil for Winter use are as follows:

Viscosity at 210°F—59" Min.
at 100°F—500" Max.
Flash— 410°F Min.
Fire— 460°F Min.
Cold— 34°F Min.
Gravity— 22° Max.

The above oil should be used whenever freezing temperatures prevail in place of the Summer oil which conforms to the specifications quoted below:

Viscosity at 210°F—66" Min.
at 100°F—650" Max.
Flash— 400°F Min.
Fire— 450°F Min.
Cold— 45°F Max.

Cooling System

In cold weather, a good anti-freezing solution should be used in the cooling system.

Solutions of either denatured or wood alcohol are the most desirable. The table below gives the approximate point at which different denatured alcohol solutions will freeze; wood alcohol solutions will give a slightly lower freezing point:

Alcohol	Freezing Point	Specific Gravity
20%	13° above zero	.974
30%	3° above zero	.964
40%	20° below zero	.953
50%	34° below zero	.936



Cold Weather Starting

Prompt starting cannot be expected of an engine having dirty or improperly set distributor breaker points and spark plugs. The breaker points in the distributor should be clean and set at .020" gap, making sure that the gap for each set of points is exactly alike. The spark plugs should be cleaned and the points set at .025" gap.

For ordinary starting, place the spark lever in the "Driving Range," slowly move the throttle lever upward on the quadrant until the accelerator starts to go down. From this point, move the throttle about $\frac{3}{4}$ " farther which opens the carburetor throttle valve slightly. Now pull out the choke button until it encounters the stiff resistance of the electro-fog spring. Turn the ignition switch "On" and crank the engine 3 to 5 compressions, then, still cranking, push the choke button in about

$\frac{1}{4}$ inch and the engine will start within the next 3 or 4 compressions.

In extremely cold weather, pull the choke button all the way out against the resistance of the spring and hold it in this position for 15 seconds, then return the choke button toward the instrument board until it is in the position outlined for starting without the electro-fog. Start the engine as outlined.

Care must be taken in starting the engine not to hold the choke button out too long as that will result in flooding the cylinders with raw gasoline which will not ignite. A flooded engine can usually be started by cranking with the throttle wide open and the choke button about one-half of the way out.

Cases of difficult starting can sometimes be traced to gummed up electro-fog mechanism, causing the small block ("A"), Fig. 72 which slides on the tube ("B") to stick before it reaches the top of the tube and as a result the electro-fog goes on prematurely and the carburetor choke valve is not tightly closed. See that when the choke button is pulled out the block ("A") slides all the way to the top of tube ("B") before starting to pull down the electro-fog operating lever ("C"). If the block sticks, a temporary remedy is a little oil on the tube, but this will cause sticking again in a short time as the oil will gum and collect dust and dirt. The better way is to thoroughly clean and polish the two parts.

When the sliding block is in the position shown in Fig. 72, the choke valve should be tightly closed. This is the position these parts are in for ordinary starting. When the electro-fog is used, the block slides up the tube until it strikes the clevis and is then pulled down with the choke rod, thus operating the electro-fog switch lever ("C").

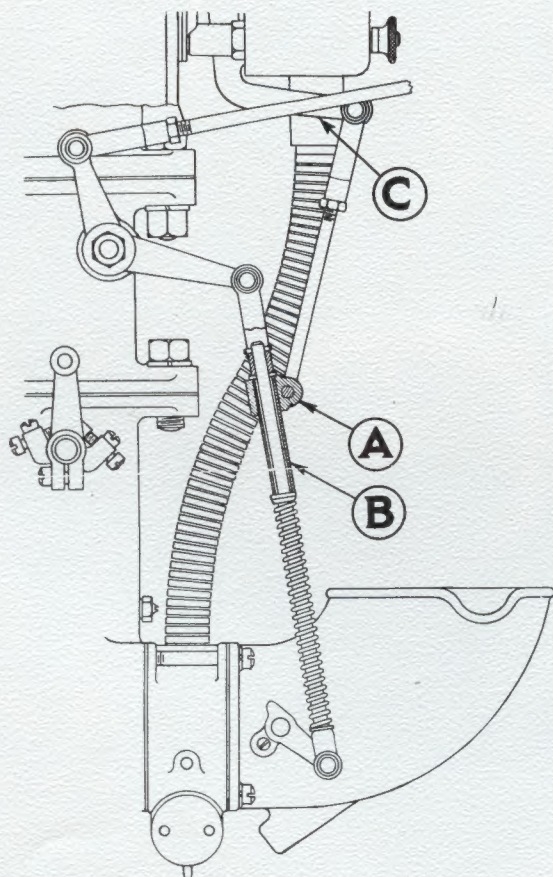
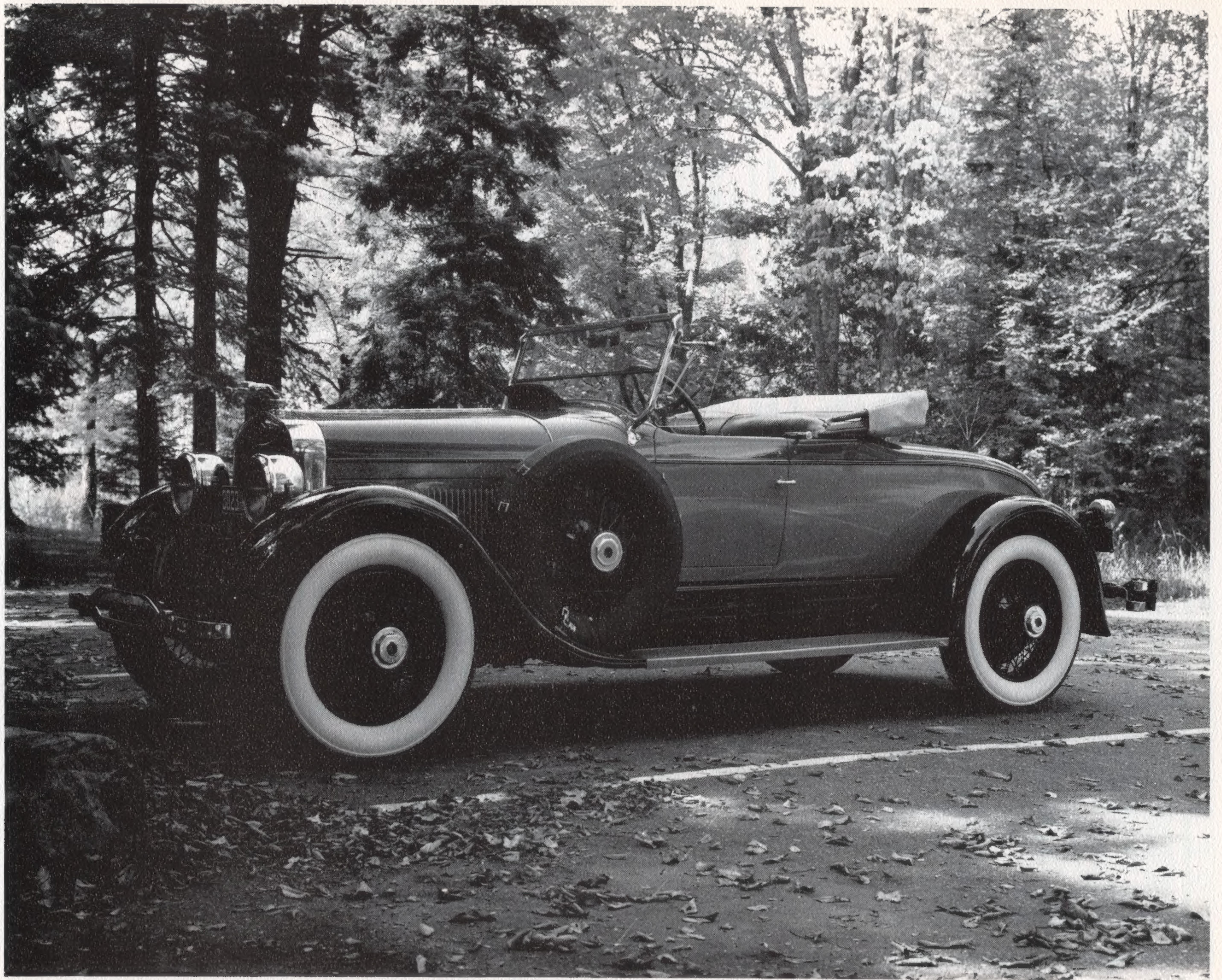


Fig. 72

Engine Oil

Due to a typographical error, the specifications for winter engine oil in the November Bulletin were incorrect. The correct specifications are as follows:

Viscosity	{ at 210° F.—59" min.
	{ at 100° F.—500" max.
Flash	410° F. min.
Fire	460° F. min.
Cold	35° F. max.
Gravity	22° min.



PICTURE OF THE MONTH
1926 Lincoln Roadster

PICTURE OF THE MONTH

The 1926 Lincoln Roadster which I have restored was originally purchased as a graduation present for a graduate of Princeton University. The car was then bought sometime in the early 1930's by Captain Guild of Castine, Maine. He used the vehicle as a family car for a good number of years. About 1946 he apparently decided on a more modern family car and at that time drove the car into a field behind his barn where it sat until 1956 at which time it was purchased by Mr. Robert Wells of Akron, Ohio. Mr. Wells sold the car to Mr. Tom Lester of Solon, Ohio in the spring of 1963. About a year or so later Mr. Lester sold the car to Mr. Andy Hotton of Belleville, Michigan. I purchased the car from Andy in April, 1965.

Due to the car's exposure to the weather for many years, the wood in the body was rotted to the point where most of it had to be replaced. The general condition of the vehicle was pretty bad. The fact that it had been driven a great many miles was obvious by the worn condition of the chassis and running gear.

The photo of the 1926 Lincoln Roadster was taken on a recent tour in Wisconsin.

KENNETH PEARSON

NOTICE

ABC Television made a movie in which they wanted two similar looking large black sedans. The movie company contacted me and my 1931 Lincoln will appear in "Roll of Thunder, Hear My Cry".

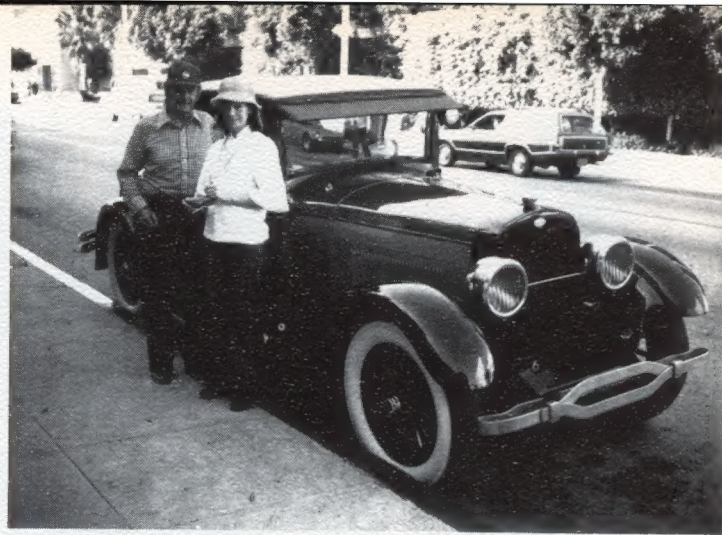
I don't know what dates this will be run, but I understand it will be run one hour for two consecutive nights. I wasn't present at any of the shootings, so I don't know how much the car was used in the movie. If I get an exact date when the movie will be run, I will let you know, but you might watch your TV listings. The ad says it will be run in early 1978.

H. R. Chapman
President
Lincoln Owners Club

October 6, 1977

The Lincoln Owners' Club,
9821 Copper Hill Road,
St. Louis. Mo.

63124



Gentlemen:

Here is a News Item we thought the Lincoln Owner's Club would be interested in.

One of our Customers, Mr. Hilton Johnson, a resident of Switzerland, picked up his 1926 Lincoln Judkins Coupe from our restoration shop on October 5th. and started on a leisurely tour, with his wife, that will terminate in Orlando, Florida about November 15th. Mr. Johnson has owned many exotic Classic Cars, both Foreign and American, but likes this particular car for its handsome lines, dependability and comfort.

We have given Mr. Johnson a Roster of the L.O.C. in case he needs to contact Lincoln people for any reason. His route will take him through these principal cities after leaving Los Angeles:

El Centro, Calif.
Phoenix, Arizona
Tucson, "
Tombstone, "
Las Cruces, New Mexico
El Paso, Texas
Pecos, "
San Angelo "
Dallas, "
Muskogee, Oklahoma

Little Rock, Arkansas
Memphis, Tennessee
Jackson, "
New Orleans, Louisiana
Mobile, Alabama
Panama City, Florida
Gainesville, "
Disneyworld, "
West Palm Beach "
Orlando, "

Enclosed is a picture of the Johnsons and their Lincoln, just before departure from our shop in Santa Monica, California.

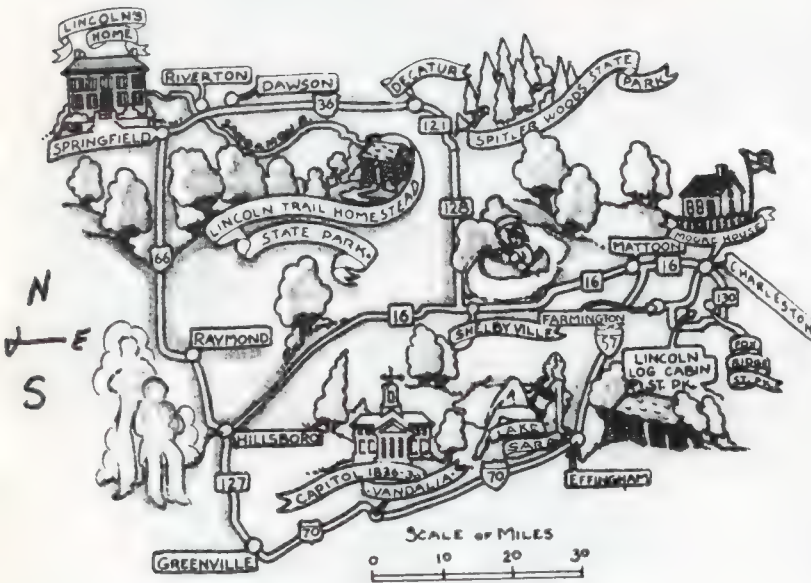
Sincerely,

HILL & VAUGHN

Kenneth Vaughn
Kenneth Vaughn

KV;bj
enc 1

ARMCHAIR TOUR OF LINCOLN-LAND



We would like to take you on a mini-tour, an armchair tour, if you will, of some Lincoln-land to be found in Illinois. For want of a better reason, we can take you to Lincoln-land as a member of the Lincoln Owners Club. What better reason to tour Lincoln's stamping grounds? To take trails haunted by his horse and carriage? There is much more to be seen and recalled than can be capsulated here. But a kind of enchantment is felt when you find yourself walking in the footsteps of history.

The Lincoln Heritage Trail runs through Illinois, Indiana and Kentucky. For our mini-tour we will just tour Illinois. Starting at Springfield, you can visit Lincoln's

home, the only one that he ever owned. It still contains some of his possessions. Street Markers here, bearing Lincoln's profile will direct you to the main places of interest. Note especially the restored Old State Capitol, the State Museum and the Railroad Depot, where Lincoln bade farewell to the people of Illinois as he left to become President. At 8th and Jackson Streets is Lincoln's shuttered frame home. Visit the tomb in Oak Ridge Cemetery, where Lincoln, His wife and three sons are buried.

Going South of Springfield about 35 miles is the scene of Lincoln's first home in Illinois, at Lincoln Trail Homestead State Park. At Charleston visit the Fairgrounds and see the site of the fourth Lincoln-Douglas debate of 1858. The courthouse square was frequented by Lincoln when he practiced law. Charleston has been a county seat since 1831.

At Lincoln Log Cabin State Park you can see a faithful reproduction of the last home built by Lincoln's ever-restless father. The fence is the very type Lincoln built as a rail-splitter. You can also visit Moore Home State Memorial. This is the house where Lincoln had dinner with his step-mother for the last time in January 1861, before leaving for his first inauguration.

A must on our tour is New Salem, a State Park, overlooking the Sangamon Valley. The town of New Salem was founded by Ann's father, James Rutledge. Lincoln met Ann Rutledge here. He lived here from 1831 to 1837. The log cabins of those days have been restored so that the community looks just as it did when Lincoln was elected to the legislature from Sangamon County in 1834. You will find Denton Offutt's store, where he worked, and the Berry-Lincoln store where he tried his hand at shop-keeping. The store is partly

stocked with items of that period. Also, see the home of Henry Onstot, the cooper and his primitive barrel factory. You can also see the homes of Martin Waddell, the hatter, Peter Lukins the shoemaker; Samuel Hill, the merchant; and the Rutledge Tavern as Lincoln saw them in the 1830's. The log building where he served as Postmaster under President Andrew Jackson is still a Post Office. It was here at New Salem that Lincoln studied law by night in front of the fireplace. Part of the beauty of New Salem lies in its outdoor setting.

Driving North of Springfield on Route 66 is the town of Lincoln, the only U.S. town with this name before Abraham Lincoln achieved fame as President. Honest Abe came to Logan County as a circuit rider and rough-cut country lawyer, playing ball, pitching horseshoes and swapping yarns between legal work. The original Postville Courthouse has long since been moved to Greenfield Village in Michigan, but the replica here, with its Lincoln documents and displays is truly a national treasure. It was here at the Postville Courthouse that Lincoln argued cases. It is said that Lincoln squeezed the juice of a watermelon on the ground to christen the town in 1853.

We can remember many things long after our tour is ended. (We are sorry that it was so brief) We were fascinated by Lincoln's charming old Home in Springfield. We loved the log cabin homes at the town of New Salem. The country walks taking you from log cabin to another was like re-visiting the past.

It is not impossible to imagine things as they were in Lincoln's time. Nor, is it improbable that you will really make this tour of Lincoln-Land someday. We hope you can.



A LINCOLN COLLECTION

I enjoy hearing and reading about other people's Lincolns in the Fork and Blade and elsewhere. Therefore, I consider it reasonable to assume that others would enjoy reading a little about ours.

Mr. Harper and I have our collection together. Each of us owning 50%. We have had quite a number of Lincolns thru the years since 1961. The following is a list of what we have at this time.

1. 1921 Leland 7 passenger sedan, engine serial #3107, body by Murray, design by Lincoln, body number 3068, number 337, type 108. It has two jump seats, wood wheels, two spares in back. Dark blue and black.
2. 1923 Phaeton body design by Brunn, built by American Body Company. Serial #13652, body #123-2-538. Mulberry maroon and black, straw stripe, 6 black wire wheels, spares in back.
3. 1923 7 passenger touring car, body by Brunn, built by American. Serial #13651, type 124 No-2-1978. White body, red fenders and upholstery. Wood wheels, 2 spares on back.
4. 1926 town car, body by Locke. Serial #38517. Two jump seats, 6 wire wheels (side mounts), open front compartment with removable leather top and side curtains. Carriage style side lites. Light grey body with black. This car was a one up (proto type). To my knowledge Locke did not build any formal type cars for the model "L's" other than this one.
5. 1926 roadster, body by Brunn. Serial #33503, type 130, number 2-454. Color, light green and black. Six nickel plated wire wheels, spares on back at a rackish angle. Boat tail style body with rumble seat.

(continued on page 14)

6. 1926 roadster, body by Locke. Serial #38239, type 151-13-22. Six black wire wheels (side mounts), rumble seat and golf compartment. Two tone grey with black.

7. 1927 limosine, body by Lincoln, design by Dietrich. Serial #41804, type 147 B-10-496. Wood wheels, two spares on back. Color, brewster green and black. Enclosed leather upholstered chauffeur's compartment, upholstery original front and back.

8. 1928 roadster, body by Locke. Serial #53408, type 151-13-309. Six cream colored wire wheels (side mounts), rumble seat and golf club compartment. Maroon and black.

9. 1928 dual cowl phaeton, body by Locke. Serial #53637, body type 163-B-13-239. Six cream colored wire wheels (side mounts). Two tone green body with black fenders, black leather upholstery.

10. 1930 dual cowl phaeton solid unrestored. A good project for someone.

You may have noticed that the serial numbers on two of the above cars are in sequence. The 1923 phaeton went down the assembly line right after the 7 passenger touring. I think this is interesting because it is so unlikely that these two cars would again come under the same roof after 55 years.

Please write and let us know about your cars, whether it be one or a dozen. I am sure that others would like to read about them in the Fork and Blade.

Ken Pearson
Temporary Editor

NO LINCOLNS IN LONDON ?

There may be, but the sleek greyhound was as elusive to us as the ghost in the Tower of London. Actually, we were not on the trail of Lincolns, but to enjoy, as spectators, the London to Brighton Run. Our group of sixteen Illinois car buffs boarded a charter flight to London via Detroit where we were joined by Sig and Janice Stensland, the only other Lincoln owners on our tour.

Early morning of the first Sunday in November we headed to Hyde Park for the start of the run. The streets were wet from the previous night's showers, but by the time the first cars took off, the sun had appeared to add to the happy glow of all present. This was the first sunny Brighton Run in several years. The oldest car registered was the 1893 Benz owned by Bud Cohn of the United States. There were eleven other American entries included in the total of 279 which went up through the year 1904. The first arrival in Brighton was a Mercedes, but our special thrill was to see Jack and Marilyn Tallman of Illinois complete the race in their happy little Cadillac.

We had a week in London and all agreed it was much too short a visit. While there, we shopped, attended the theater, visited Stonehenge, Stratford-on-Avon and enjoyed Lord Montague's Estate and Museum at Beaulieu.

Louise Pearson

HEAVY TRAFFIC

FOR SALE

1937 K Lincoln LeBuron coupe roadster. 98 points. CCCA Grand Classic 1977. Frame up 1975-1977. All spares incl. 312-945 -2250, Ralph Elson, M.D., 700 Deerfield Rd., Deerfield, Ill.

Pair 1927-9 axles with 20" buffalo wires with hubs and caps, wrench; 1930 axle (front) complete, 3 wheels; pair 1924-6 headlight forks; 1923 - up drum headlight, pair H/L rims; 1925? firewall wiring covers; 1924 - 28? radiator; 1924-28? radi grille shell; front half of touring body with doors, dash, w/s posts, trim, 1922 type 101A 7 pass touring. Eldon R. Stutz, 2015 N.W. Helmholtz Way, Redmond, Oreg. 97756. 503-548-4345.

26 Lincoln Motor made into a compressor, front end of Lincoln frame, spoke wheels, gas tank, some gages, motor free. \$500. J. Lewis, 3205 Shast Circle So., Los Angeles, Calif. 90065. 213-257-9536.

NOTICE FOR AACA (Fort Lauderdale Region)

Fort Lauderdale Region
Antique Automobile Club of America
Sunshine National '78 Antique Automobile Show
March 1-5, 1978
Beautiful Holiday Park
Automobiles through 1952; 450 cars expected

Registration information:
Mrs. Sandra Brandt
2733 N.E. 26 Terrace
Fort Lauderdale, Florida 33306

Additional information:

Huge, expanded flea market
Roaring 208s "Pizzazz on Ice" show and cocktail party
Relaxing riverboat cruise and dinner
Hilarious variety show
Glamorous awards banquet at famous Pier 66 with
Dr. David Lewis, noted columnist and author
Oceanside Hillsborough Beach breakfast tour

WANTED

1936 K; need a spacer casting which mounts between the transmission and cone on drive shaft housing. It is identified as "5080 basic number only" in a Lincoln manual and used when free-wheeling is not used. It has an 8 hole bolt circle. George Strausse, 2120 37th Street, Rock Island, Ill. 61201.

1934 or 1935 KA Lincoln distributor cover with two knurelled screw-type bolts. Also radiator cap with Greyhound. Parking and tail lights or lenses. Howard W. Wendling, 51 S. Vernon Lane, Fort Thomas, Ky. 41075. #606-261-8300 (days), 606-441-9536 (after 7 p.m.).

Dome light and pair rear quarter oval lights; pair rear fenders - 1922 sedan; side marker lens and retainers for cowl lights, 1920-22; spare tire (dual), taillight lens, radiator shutter thermostat bellows, carrier rim lower clamp 1922; 2 door latch knobs and echelon trim, 1922 108 sedan; 2 lower windsheild pull handles, 1922 sedan; sun vizor lock thum nut; 5 sunshades for rear seat, or parts; vanity cases, smoking sets L & R; radiator cap, gas cap, gas gauge, 1 front hubcap, all for 1922 108 7 pass. Eldon R. Stutz, 2015 N.W. Helmholtz Way, Redmond, Oreg. 97756. #503-548-4345.

For 1929 Lincoln, tools to complete my tool kit. Need 2 3/8" spanner wrench, 3" spanner wrench, crank, open end wrench 9/16 on each end; photostatic copies of article on "How Lincolns Are Made" from 1929 Lincoln brochure, including illustrations. This article was reprinted in Feb. 1972 issue of Car Classics (the special Lincoln issue) but the article omitted the illustrations. If someone has the original article, please correspond with me. James C. Sullivan, 159 Huntington Dr., Hudson, N.C. 28638. #704-728-4659.

For 1928; rear shocks, radiator valve thermostat, speedometer cable; someone to overhaul Waltham clock. Bob Wilkinson, 13215 E. Penn St. 332, Whittier, Calif. 90602. #213-693-3735.

TRADE

1924-31 Lincoln steel hood for 1921-23 hood, to fit radiator with horizontal shutters. Some rust but otherwise v.g. Will buy outright if necessary. R. Scoon, 1624 Perkins Dr., Arcadia, Calif. 91006. #213-355-7679.

NOTICE

Please type or print all ads for Heavy Traffic and mail to Lincoln Owner's Club, P.O. Box 189, Algonquin, Ill. 60102.

HAVE YOU PAID YOUR '78 DUES? if not, and you wish to continue your membership in L.O.C. and do not wish to miss an issue of the Fork and Blade, be advised that dues are delinquent March 1st.

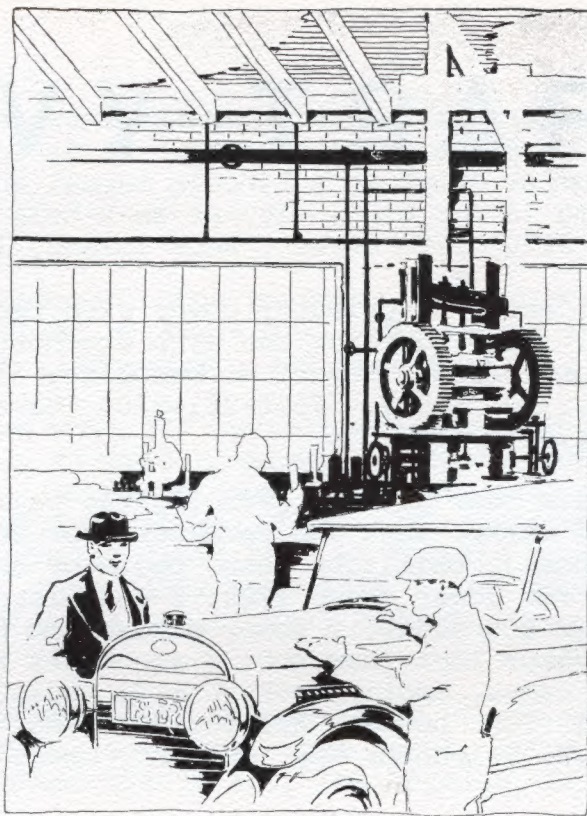
LINCOLN owners feel—and with good reason—that to find anything to improve in their cars would be like hunting the proverbial needle in a hay stack. It is even harder than that. In his pursuit of perfection, the Lincoln experimental engineer is untiring and tenacious. Slight noises, whirrs and clicks, that to the ordinary person are unnoticeable, become an obsession with this man until traced down and annihilated.

At times, even with the finest instruments and equipment known to science, the cause of some annoying sound or vibration eludes the engineer and he is forced to originate ingenious devices to solve the problem. In one instance, a closed car was towed by a chassis and while running was taken apart, piece by piece, until the vibration was found to be due to excess reciprocating weight. This was remedied by using perfectly balanced aluminum-alloy pistons.

A drumming sound in a closed car was located by covering the top of the car with a thin layer of fine, dry sand. At certain speeds the drumming vibrations caused the sand to form into distinctive patterns which were the same in each instance. Weights were added until the trouble ceased, but since the total weight necessary to stop the drumming was excessive, the entire construction of the top was changed.

Another interesting detector of vibration consisted of beakers of gasoline placed at various points along the top flange of the side bar. When placed above the antinodes on the bar, the surface of the gasoline breaks into violent vibrations. In some cases the liquid becomes sufficiently agitated to cause drops to jump out of the beakers. These locations are then charted and clearly indicate where *not* to attach body bolts.

A very ingenious and efficient device for recording spring action secured invaluable data and resulted in much improved riding qualities. In this device the attachment is made with the axle by means of a cord running over pulleys to the instrument which rests upon the car floor. A reciprocating motion is imparted to a light sliding member carrying a stylus which records on a moving strip of paper. The parts are all made extremely light. A thin braided silk fishing line was used and the sliding member was made of a thin strip of spruce. Combined with a recording instrument on the same sheet was a seismograph consisting of a small weight attached to a thin leaf spring also provided with a stylus. After the instrument had been placed in a car, a road was selected for testing purposes, and



Pursuing Perfection

subsequent tests consisted of driving the car repeatedly over the same stretch of road at exactly the same speed. During the first trip, a tube, discharging powdered lime, was arranged in front of the left rear wheel, in order to guide the car over the same course in following trips. During each trip an observer was employed to make continuous notes directly on the recording strip.

These notes consisted of recording comments of the passengers, as well as the condition of the road, and if the car speed was changed during the test, a mark was made to indicate the point of the change.

From these experiments, it was determined that a large bundle of thin leaves, with tapered ends, actually gave better results than a spring built up with a smaller number of thick leaves having the ends dubbed off square and, incidentally, Lincoln springs have no function other than making the car easy riding.

Not many drivers give any thought to the part played by

the small rubber bumpers placed on the rear axle, yet numerous experiments proved that these apparently insignificant parts have considerable effect in governing the riding qualities of the car. Using the recording device described, it was found when the rubber axle bumper consisted of simply a square cylindrical block, the rebounding thud when the body struck the bumper was very pronounced because the resistance in the bumper was built up too rapidly. When the form of this bumper was changed to one having a pointed section, the resistance was built up much less rapidly with a corresponding decrease in the jar at the time of impact.

The same device proved particularly valuable in testing shock absorbers. Many friction devices in use affect the rebound, but there is a great tendency to give the same effect as would be obtained by using heavier springs. Several types of hydraulic shock absorbers were studied, and it was during this investigation that an important development occurred. It had been repeatedly noticed that a dash-pot, used to restrain the rebound of a spring, was very effective in enabling a car to be driven rapidly over rough roads, but in such equipment soft riding qualities over good roads had been sacrificed.

This led to the decision to adopt a shock absorber that would be selective; automatically cutting out of action over smooth roads, but coming into effect as soon as rough roads were encountered. The result is remarkably easy riding quality of the Lincoln; it is to untiring patience in "pursuing perfection" in just such detail that the Lincoln owes its reputation for superlative performance.

9-23-77

WAUCONDA AUTO ANTIQUES
P.O. Box 189
Algonquin, Ill. 60102

LIST OF LINCOLN PARTS WE SELL FOR "L" MODELS

Gaskets - 1921 thru 1927 Set \$96.00
* Gaskets - 1928 thru 1930 Set \$76.00
Rebuilt thermostats exchange \$75.00
Running Board Mouldings - 1924 thru 1928 - \$100.00 set (Straight lgths; not plated)
Rubber Grommets - horn, lights, choke rod, side-mount, etc. \$1.00 ea.
Rubber Bumpers "frame to axle" - front \$6.00 ea; rear \$6.00 ea.
Muffler end castings - not machined (temporarily out of stock)
Muffler end machined (temporarily out of stock)
3 Muffler tubes not assembled \$120.00
Muffler front flange \$5.00
Muffler front flange gasket \$1.00
Muffler rear flange \$5.00
Muffler rear flange gasket \$1.00
Tail pipes 2" - \$20.00
Exhaust pipes \$20.00
Serial number plates for fire wall - \$5.00 ea. (plus \$5.00 for numerals)
Serial number plates for starter generator - \$5.00 ea.
Water pump couplers - \$3.00 ea., 4 required per car
Bearing bolt locks - .50¢ ea.
Fan Belts for Model L - \$5.00 ea.
Radiator hose spring - \$5.00
Hood hinges - \$40.00 per set (unplated)
Distributor (no cap) 1931 - 32 V8 - \$50.00
Lincoln headlights 1922 thru 1926 \$22.00 ea. body only, no bezel - spinning only,
no machining
Lincoln taillights 1922 thru 1926 \$15.00 ea. body & bezel, spinning only - no machining
Lincoln headlights rims (door) 1922 thru 1926 \$15.30 ea. Exterior spinning only -
no machining
Valve springs \$2.50 ea.
Straight grease fittings \$2.00 ea.
90 degree grease fittings \$3.00 ea.
Dust covers .50¢ ea.
Buffalo rear spare tire castings
Lincoln lapel pins \$2.50
Lincoln bumper badges \$5.00

ALL PRICES ABOVE ARE PLUS SHIPPING

* Due to increased cost from our supplier, head gasket prices have had to be raised.

PRICES EFFECTIVE 9-23-77

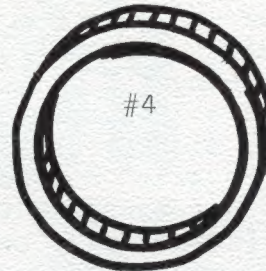
GASKETS FOR LINCOLN AUTOMOBILES 1921 thru 1930

\$96.50 per set 1921 thru 1927 (includes packaging) F.O.B. Algonquin, Ill.

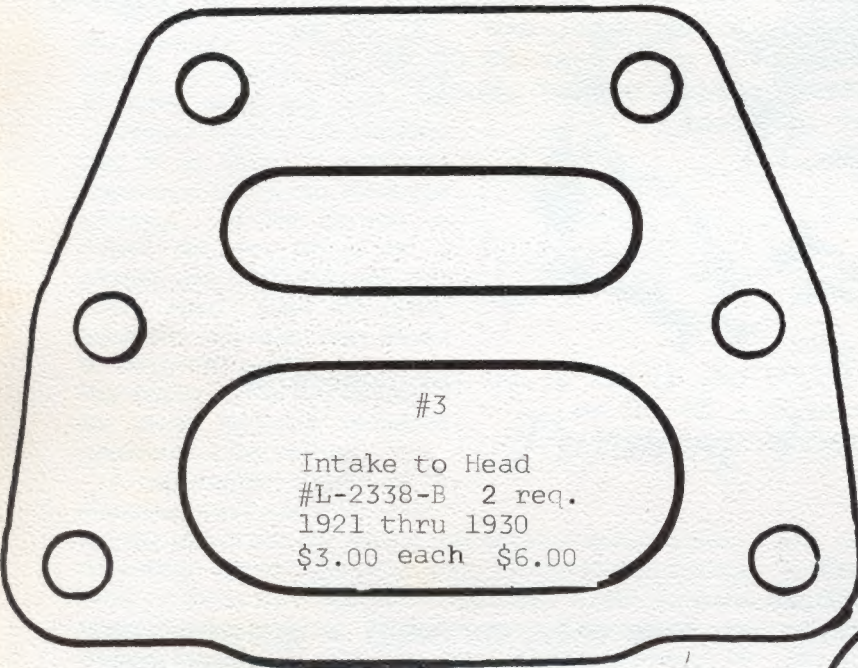
\$76.50 per set 1928 thru 1930 (includes packaging) F.O.B. Algonquin, Ill.

(1) 2 req. Head gaskets 1921 thru 1927 - #L8357-B (copper)
\$37.50 each - \$75.00 per pair

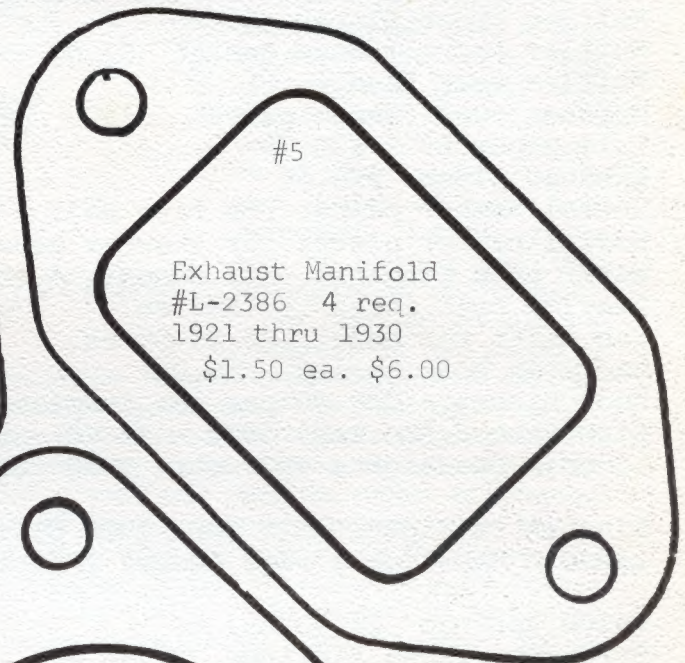
(2) 2 req. Head Gaskets 1928 thru 1930 - #L8357C (steel)
\$27.50 each - \$55.00 per pair



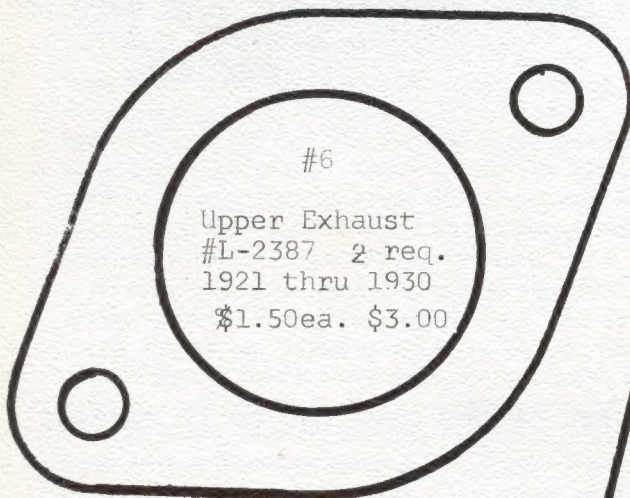
#4. Heat Riser
#L-6127
4 req.
1921 thru 1930
\$1.00 each \$4.00



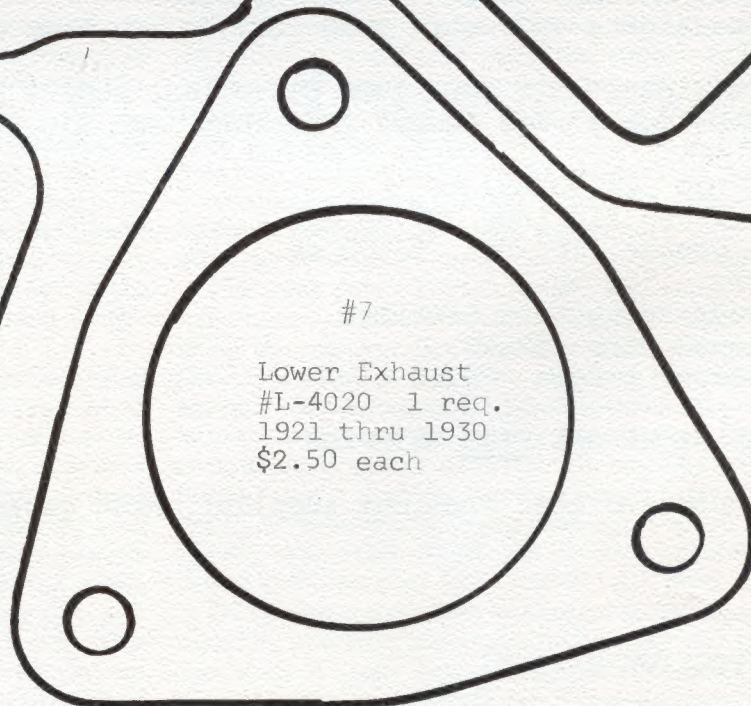
#3
Intake to Head
#L-2338-B 2 req.
1921 thru 1930
\$3.00 each \$6.00



#5
Exhaust Manifold
#L-2386 4 req.
1921 thru 1930
\$1.50 ea. \$6.00



#6
Upper Exhaust
#L-2387 2 req.
1921 thru 1930
\$1.50ea. \$3.00



#7
Lower Exhaust
#L-4020 1 req.
1921 thru 1930
\$2.50 each

Order from - Wauconda Tool
Box 189
Algonquin, Illinois 60102